

Franklin, Richard

From: Franklin, Richard
Sent: Thursday, March 28, 2013 11:48 AM
To: William.R.Clark@uscg.mil
Subject: Meeting on the barge Katy-B

Hey Randy,

I've spoken with Mr. Ream, and he has spoken with the barge's owner. They would like to meet with the group (after my suggestion), and are good with either the 16th or 18th. They are going to come downtown tomorrow, and have requested a meeting with me at 3:00 at our offices. I can give them an idea of what info would be needed or asked if them by the DVTF.

Richard Franklin
Federal On-Scene Coordinator
U.S. EPA Region 10
Oregon Operations Office
805 SW Broadway, Suite 500
Portland, OR 97205

Phone: (503) 326-2917



Franklin, Richard

From: William.R.Clark@uscg.mil on behalf of Clark, William R CIV [William.R.Clark@uscg.mil]
Sent: Friday, March 29, 2013 8:41 AM
To: Franklin, Richard
Cc: Thorkilson, Kelly A LCDR; Herman, John H MST1
Subject: RE: Meeting on the barge Katy-B

Richard,

I don't know if it is going to work to bring these guys to our next meeting like we discussed. ADM Taylor recently met with both Governors and they all expressed continued interest in making sure we are all coordinated. As a result, we can expect more senior management at our next DVTF meeting and I anticipate more detailed conversation about the way forward (maybe a policy/legislative group and a field operations group). We may even combine our meeting with the DVTF group from Puget Sound. I am expecting a CAPT or two and possibly some Governor's Staff people. I'll know more later.

I think there are too many moving parts at this point. On the flip side we may be able to use this as an example to facilitate conversation. We could leave the conversations with the owners and scrappers to another day.

Kelly - any words of advice from your end?

Randy

-----Original Message-----

From: Franklin.Richard@epa.gov [mailto:Franklin.Richard@epa.gov]
Sent: Thursday, March 28, 2013 11:48 AM
To: Clark, William R CIV
Subject: Meeting on the barge Katy-B

Hey Randy,

I've spoken with Mr. Ream, and he has spoken with the barge's owner. They would like to meet with the group (after my suggestion), and are good with either the 16th or 18th. They are going to come downtown tomorrow, and have requested a meeting with me at 3:00 at our offices. I can give them an idea of what info would be needed or asked if them by the DVTF.

Richard Franklin

Federal On-Scene Coordinator

U.S. EPA Region 10

Oregon Operations Office

805 SW Broadway, Suite 500
Portland, OR 97205

Phone: (503) 326-2917



Franklin, Richard

From: Kelly.A.Thorkilson@uscg.mil on behalf of Thorkilson, Kelly A LCDR [Kelly.A.Thorkilson@uscg.mil]
Sent: Friday, March 29, 2013 5:29 PM
To: Franklin, Richard; Clark, William R CIV
Cc: Herman, John H MST1
Subject: RE: Meeting on the barge Katy-B

We have a mass rescue exercise the week of the 8th but the week if the 16th is fine.

[REDACTED]
LCDR Kelly Thorkilson
Sector Columbia River
Chief, Incident Management Division
Work: 503-861-6141
Cell: 503-791-0516

-----Original Message-----

From: Franklin, Richard [Franklin.Richard@epa.gov]
Sent: Friday, March 29, 2013 07:56 PM Eastern Standard Time
To: Clark, William R CIV
Cc: Thorkilson, Kelly A LCDR; Herman, John H MST1
Subject: RE: Meeting on the barge Katy-B

Hey Guys,

I met with the owner of the Katy-B and his assistants this afternoon here in our office, to talk about what it would take to scrap out the Katy-B, currently at Tongue Point. In attendance were the owner of the vessel, Lee Ristick, and two others in his organization, Jamie Robb and Les Ream. In short, they want to start up a new business with the purpose of scrapping out derelict and abandoned vessels in Washington and Oregon, and ultimately build a dry dock with the sole purpose of scrapping out vessels. Mr. Ristick seems to be a well-seasoned businessman who is aware of potential traps in the scrapping business.

They insisted over and over again, that they want to go in eyes open, create a good relationship with the agencies that have jurisdiction or interest, and do everything correctly and in good faith. They are VERY aware of environmental, civil, and criminal issues created by the Davy Crockett and other abandoned vessels, and do not want to go down that track. They want to make a successful business venture here.

We discussed appropriate actions, such as detailed assessment of vessels and any hazmat/oil onboard, including equipment such as hydraulics, mercury switches, asbestos, PCBs and lead-based paint, etc., and further discussed appropriate permits, planning, and disposal of wastes. We discussed different regulatory programs that may be involved such as USCG waterways management and requirements (tow plans, etc), State Lands and Marine Board needs, RCRA, Air, NPDES, OPA (Oil) TSCA, etc., and who the main regulatory players would be - USCG, Oregon Marine Board, Oregon State Lands, and ODEQ.

They would really like to meet with the agencies so they know what's ahead of them, what permits are required, etc. I'm willing to sponsor a meeting with them here at our office, so that they are fully aware of the dangers of not only what they are about to embark on, but requirements held by the various agencies, and operational needs. Alternately we could meet at MSU Portland if that's easier (probably is) if you're willing to have a meeting there. I'll be out next week on Annual Leave, but will be available after that, especially after 10:30 am in the mornings. The week of April 8 and April 15 are good for me

What do you think? Is this do-able?

Thanks,

Richard

-----Original Message-----

From: William.R.Clark@uscg.mil [<mailto:William.R.Clark@uscg.mil>]

Sent: Friday, March 29, 2013 8:41 AM

To: Franklin, Richard

Cc: Thorkilson, Kelly A LCDR; Herman, John H MST1

Subject: RE: Meeting on the barge Katy-B

Richard,

I don't know if it is going to work to bring these guys to our next meeting like we discussed. ADM Taylor recently met with both Governors and they all expressed continued interest in making sure we are all coordinated. As a result, we can expect more senior management at our next DVTF meeting and I anticipate more detailed conversation about the way forward (maybe a policy/legislative group and a field operations group). We may even combine our meeting with the DVTF group from Puget Sound. I am expecting a CAPT or two and possibly some Governor's Staff people. I'll know more later.

I think there are too many moving parts at this point. On the flip side we may be able to use this as an example to facilitate conversation. We could leave the conversations with the owners and scrappers to another day.

Kelly - any words of advice from your end?

Randy

-----Original Message-----

From: Franklin.Richard@epa.gov [<mailto:Franklin.Richard@epa.gov>]

Sent: Thursday, March 28, 2013 11:48 AM

To: Clark, William R CIV

Subject: Meeting on the barge Katy-B

Hey Randy,

I've spoken with Mr. Ream, and he has spoken with the barge's owner. They would like to meet with the group (after my suggestion), and are good with either the 16th or 18th. They are going to come downtown tomorrow, and have requested a meeting with me at 3:00 at our offices. I can give them an idea of what info would be needed or asked if them by the DVTF.

Richard Franklin

Federal On-Scene Coordinator

U.S. EPA Region 10

Oregon Operations Office

805 SW Broadway, Suite 500
Portland, OR 97205

Phone: (503) 326-2917



Franklin, Richard

From: William.R.Clark@uscg.mil on behalf of Clark, William R CIV [William.R.Clark@uscg.mil]
Sent: Thursday, April 04, 2013 7:31 AM
To: Franklin, Richard
Subject: RE: Meeting on the barge Katy-B

Richard,

Did you get any feedback from others on this? I am willing; We just need to pick a date. Our next DVTF meeting is not written on a rock yet either.

Randy

-----Original Message-----

From: Franklin.Richard@epa.gov [<mailto:Franklin.Richard@epa.gov>]
Sent: Friday, March 29, 2013 4:57 PM
To: Clark, William R CIV
Cc: Thorkilson, Kelly A LCDR; Herman, John H MST1
Subject: RE: Meeting on the barge Katy-B

Hey Guys,

I met with the owner of the Katy-B and his assistants this afternoon here in our office, to talk about what it would take to scrap out the Katy-B, currently at Tongue Point. In attendance were the owner of the vessel, Lee Ristick, and two others in his organization, Jamie Robb and Les Ream. In short, they want to start up a new business with the purpose of scrapping out derelict and abandoned vessels in Washington and Oregon, and ultimately build a dry dock with the sole purpose of scrapping out vessels. Mr. Ristick seems to be a well-seasoned businessman who is aware of potential traps in the scrapping business.

They insisted over and over again, that they want to go in eyes open, create a good relationship with the agencies that have jurisdiction or interest, and do everything correctly and in good faith. They are VERY aware of environmental, civil, and criminal issues created by the Davy Crockett and other abandoned vessels, and do not want to go down that track. They want to make a successful business venture here.

We discussed appropriate actions, such as detailed assessment of vessels and any hazmat/oil onboard, including equipment such as hydraulics, mercury switches, asbestos, PCBs and lead-based paint, etc., and further discussed appropriate permits, planning, and disposal of wastes. We discussed different regulatory programs that may be involved such as USCG waterways management and requirements (tow plans, etc), State Lands and Marine Board needs, RCRA, Air, NPDES, OPA (Oil) TSCA, etc., and who the main regulatory players would be - USCG, Oregon Marine Board, Oregon State Lands, and ODEQ.

They would really like to meet with the agencies so they know what's ahead of them, what permits are required, etc. I'm willing to sponsor a meeting with them here at our office, so that they are fully aware of the dangers of not only what they are about to embark on, but requirements held by the various agencies, and operational needs. Alternately we could meet at MSU Portland if that's easier

(probably is) if you're willing to have a meeting there. I'll be out next week on Annual Leave, but will be available after that, especially after 10:30 am in the mornings. The week of April 8 and April 15 are good for me

What do you think? Is this do-able?

Thanks,

Richard

-----Original Message-----

From: William.R.Clark@uscg.mil [<mailto:William.R.Clark@uscg.mil>]

Sent: Friday, March 29, 2013 8:41 AM

To: Franklin, Richard

Cc: Thorkilson, Kelly A LCDR; Herman, John H MST1

Subject: RE: Meeting on the barge Katy-B

Richard,

I don't know if it is going to work to bring these guys to our next meeting like we discussed. ADM Taylor recently met with both Governors and they all expressed continued interest in making sure we are all coordinated. As a result, we can expect more senior management at our next DVTF meeting and I anticipate more detailed conversation about the way forward (maybe a policy/legislative group and a field operations group). We may even combine our meeting with the DVTF group from Puget Sound. I am expecting a CAPT or two and possibly some Governor's Staff people. I'll know more later.

I think there are too many moving parts at this point. On the flip side we may be able to use this as an example to facilitate conversation. We could leave the conversations with the owners and scrappers to another day.

Kelly - any words of advice from your end?

Randy

-----Original Message-----

From: Franklin.Richard@epa.gov [<mailto:Franklin.Richard@epa.gov>]

Sent: Thursday, March 28, 2013 11:48 AM

To: Clark, William R CIV

Subject: Meeting on the barge Katy-B

Hey Randy,

I've spoken with Mr. Ream, and he has spoken with the barge's owner. They would like to meet with the group (after my suggestion), and are good with either the 16th or 18th. They are going to come downtown tomorrow, and have requested a meeting with me at 3:00 at our offices. I can give them an idea of what info would be needed or asked if them by the DVTF.

Richard Franklin

Federal On-Scene Coordinator

U.S. EPA Region 10

Oregon Operations Office

805 SW Broadway, Suite 500
Portland, OR 97205

Phone: (503) 326-2917



Franklin, Richard

From: Franklin, Richard
Sent: Friday, April 05, 2013 1:11 PM
To: William.R.Clark@uscg.mil
Subject: RE: Meeting on the barge Katy-B

Hey Randy - Sounds like the week of the 15th is good for a few of us, but I did canvass everyone yet. I can resend and see what they think. The company would still like to meet on the 16th, but they are amenable to other dates.

Richard Franklin
Federal On-Scene Coordinator
U.S. EPA Region 10
Oregon Operations Office
805 SW Broadway, Suite 500
Portland, OR 97205

Phone: (503) 326-2917
[REDACTED] [REDACTED]

-----Original Message-----

From: William.R.Clark@uscg.mil [mailto:William.R.Clark@uscg.mil]
Sent: Thursday, April 04, 2013 7:31 AM
To: Franklin, Richard
Subject: RE: Meeting on the barge Katy-B

Richard,

Did you get any feedback from others on this? I am willing; We just need to pick a date. Our next DVTF meeting is not written on a rock yet either.

Randy

-----Original Message-----

From: Franklin.Richard@epa.gov [mailto:Franklin.Richard@epa.gov]
Sent: Friday, March 29, 2013 4:57 PM
To: Clark, William R CIV
Cc: Thorkilson, Kelly A LCDR; Herman, John H MST1
Subject: RE: Meeting on the barge Katy-B

Hey Guys,

I met with the owner of the Katy-B and his assistants this afternoon here in our office, to talk about what it would take to scrap out the Katy-B, currently at Tongue Point. In attendance were the owner of the vessel, Lee Ristick, and two others in his organization, Jamie Robb and Les Ream. In short, they want to start up a new business with the purpose of scrapping out derelict and abandoned

vessels in Washington and Oregon, and ultimately build a dry dock with the sole purpose of scrapping out vessels. Mr. Ristick seems to be a well-seasoned businessman who is aware of potential traps in the scrapping business.

They insisted over and over again, that they want to go in eyes open, create a good relationship with the agencies that have jurisdiction or interest, and do everything correctly and in good faith. They are VERY aware of environmental, civil, and criminal issues created by the Davy Crockett and other abandoned vessels, and do not want to go down that track. They want to make a successful business venture here.

We discussed appropriate actions, such as detailed assessment of vessels and any hazmat/oil onboard, including equipment such as hydraulics, mercury switches, asbestos, PCBs and lead-based paint, etc., and further discussed appropriate permits, planning, and disposal of wastes. We discussed different regulatory programs that may be involved such as USCG waterways management and requirements (tow plans, etc), State Lands and Marine Board needs, RCRA, Air, NPDES, OPA (Oil) TSCA, etc., and who the main regulatory players would be - USCG, Oregon Marine Board, Oregon State Lands, and ODEQ.

They would really like to meet with the agencies so they know what's ahead of them, what permits are required, etc. I'm willing to sponsor a meeting with them here at our office, so that they are fully aware of the dangers of not only what they are about to embark on, but requirements held by the various agencies, and operational needs. Alternately we could meet at MSU Portland if that's easier (probably is) if you're willing to have a meeting there. I'll be out next week on Annual Leave, but will be available after that, especially after 10:30 am in the mornings. The week of April 8 and April 15 are good for me

What do you think? Is this do-able?

Thanks,

Richard

-----Original Message-----

From: William.R.Clark@uscg.mil [mailto:William.R.Clark@uscg.mil]

Sent: Friday, March 29, 2013 8:41 AM

To: Franklin, Richard

Cc: Thorkilson, Kelly A LCDR; Herman, John H MST1

Subject: RE: Meeting on the barge Katy-B

Richard,

I don't know if it is going to work to bring these guys to our next meeting like we discussed. ADM Taylor recently met with both Governors and they all expressed continued interest in making sure we are all coordinated. As a result, we can expect more senior management at our next DVTF meeting and I anticipate more detailed conversation about the way forward (maybe a policy/legislative group and a field operations group). We may even combine our meeting with the DVTF group from Puget Sound. I am expecting a CAPT or two and possibly some Governor's Staff people. I'll know more later.

I think there are too many moving parts at this point. On the flip side we may be able to use this as an example to facilitate conversation. We could leave the conversations with the owners and scrappers to another day.

Kelly - any words of advice from your end?

Randy

-----Original Message-----

From: Franklin.Richard@epa.gov [mailto:Franklin.Richard@epa.gov]

Sent: Thursday, March 28, 2013 11:48 AM

To: Clark, William R CIV

Subject: Meeting on the barge Katy-B

Hey Randy,

I've spoken with Mr. Ream, and he has spoken with the barge's owner. They would like to meet with the group (after my suggestion), and are good with either the 16th or 18th. They are going to come downtown tomorrow, and have requested a meeting with me at 3:00 at our offices. I can give them an idea of what info would be needed or asked of them by the DVTF.

Richard Franklin

Federal On-Scene Coordinator

U.S. EPA Region 10

Oregon Operations Office

805 SW Broadway, Suite 500
Portland, OR 97205

Phone: (503) 326-2917



Franklin, Richard

From: Franklin, Richard
Sent: Friday, April 05, 2013 1:55 PM
To: [REDACTED]

Subject: [REDACTED] Terada, Calvin; Moon, Wally; Jones, Bruce C CAPT
Proposed meeting with owners of barge Katy-B

Hey All,

Recently, the owner of the barge Katy-B, currently located at a dock at Tongue Point, OR, came to the USCG and then to EPA to let us know of their plans to scrap out the vessel. I met with the owner and his assistants in our office, to talk about what it would take to scrap out the Katy-B, currently at Tongue Point. In attendance were the owner of the vessel, Lee Ristick, and two others in his organization, Jamie Robb and Les Ream. In short, they want to start up a new business with the purpose of scrapping out derelict and abandoned vessels in Washington and Oregon, and ultimately build a dry dock with the sole purpose of scrapping out vessels. The Katy-B is first on their list. Mr. Ristick seems to be a well-seasoned businessman who is aware of potential traps in the scrapping business.

After explaining that the vessel is in USCG jurisdictional waters (they thought EPA had primary jurisdiction), I cautioned them on their plans, explained the nature of the DVTF and gave a quick overview of which state and federal agencies would have jurisdiction. They insisted over and over again, that they want to go into this with eyes open, create a good relationship with the agencies that have jurisdiction or interest, and do everything correctly and in good faith. They are VERY aware of environmental, civil, and criminal issues created by the Davy Crockett and other abandoned vessels, and do not want to go down that track. They want to make a successful business venture here.

Without trying to speak for the USCG or State, we discussed appropriate actions the agencies might request, such as detailed assessment of vessels and any hazmat/oil onboard, including equipment such as hydraulics, mercury switches, asbestos, PCBs and lead-based paint, etc., and further discussed needs for appropriate permits, planning, and disposal of wastes. We discussed different regulatory programs that may be involved such as USCG Waterways Management, IMD, and requirements (tow plans, etc.), Oregon State Lands and Oregon Marine Board needs, RCRA, Air, NPDES, OPA (Oil) TSCA, etc., and who the main regulatory players would be - USCG, Oregon Marine Board, Oregon State Lands, and ODEQ.

They would really like to meet with the agencies so they know what's ahead of them, what permits are required, etc. I'm willing to sponsor a meeting with them here at our office, so that they are fully aware of the dangers of not only what they are about to embark on, but requirements held by the various agencies. Alternately, If the USCG has time and space available, perhaps we could meet at MSU Portland. I'm out this week on Annual Leave, but will be available after that, especially after 10:30 am in the mornings. The week of April 15 may be best, and the company would like to meet on the 16th, although that is the day tentatively slated for a meeting of the DVTF. I think the company would be glad to meet other days during the week as well.

What do you think? Is this do-able the week of the 15th, and if so, what days are best for you?

Thanks,

Richard Franklin
Federal On-Scene Coordinator
U.S. EPA Region 10
Oregon Operations Office
805 SW Broadway, Suite 500
Portland, OR 97205

Phone: (503) 326-2917



Franklin, Richard

From: PUSTIS Nancy [nancy.pustis@state.or.us]
Sent: Friday, April 05, 2013 4:25 PM
To: [REDACTED]

Subject: [REDACTED]; Moon, Wally; Terada, Calvin
RE: Proposed meeting with owners of barge Katy-B

Oregon DSL would like to participate and is available the morning of April 17th or anytime April 18th that week. The Oregon has a mandatory furlough Friday the 19th so most agency offices will be closed.

*Nancy Pustis
Western Region Manager
Land Management Division
Department of State Lands
503.986.5308
503.378.4844 fax*

From: Franklin, Richard [mailto:Franklin.Richard@epa.gov]
Sent: Friday, April 05, 2013 1:55 PM
To: [REDACTED]
[REDACTED] erada, Calvin; Moon, Wally; Jones, Bruce C CAPT
Subject: Proposed meeting with owners of barge Katy-B

Hey All,

Recently, the owner of the barge Katy-B, currently located at a dock at Tongue Point, OR, came to the USCG and then to EPA to let us know of their plans to scrap out the vessel. I met with the owner and his assistants in our office, to talk about what it would take to scrap out the Katy-B, currently at Tongue Point. In attendance were the owner of the vessel, Lee Ristick, and two others in his organization, Jamie Robb and Les Ream. In short, they want to start up a new business with the purpose of scrapping out derelict and abandoned vessels in Washington and Oregon, and ultimately build a dry dock with the sole purpose of scrapping out vessels. The Katy-B is first on their list. Mr. Ristick seems to be a well-seasoned businessman who is aware of potential traps in the scrapping business.

After explaining that the vessel is in USCG jurisdictional waters (they thought EPA had primary jurisdiction), I cautioned them on their plans, explained the nature of the DVTF and gave a quick overview of which state and federal agencies would have jurisdiction. They insisted over and over again, that they want to go into this with eyes open, create a good relationship with the agencies that have jurisdiction or interest, and do everything correctly and in good faith. They are VERY aware of environmental, civil, and criminal issues created by the Davy Crockett and other abandoned vessels, and do not want to go down that track. They want to make a successful business venture here.

Without trying to speak for the USCG or State, we discussed appropriate actions the agencies might request, such as detailed assessment of vessels and any hazmat/oil onboard, including

equipment such as hydraulics, mercury switches, asbestos, PCBs and lead-based paint, etc., and further discussed needs for appropriate permits, planning, and disposal of wastes. We discussed different regulatory programs that may be involved such as USCG Waterways Management, IMD, and requirements (tow plans, etc.), Oregon State Lands and Oregon Marine Board needs, RCRA, Air, NPDES, OPA (Oil) TSCA, etc., and who the main regulatory players would be - USCG, Oregon Marine Board, Oregon State Lands, and ODEQ.

They would really like to meet with the agencies so they know what's ahead of them, what permits are required, etc. I'm willing to sponsor a meeting with them here at our office, so that they are fully aware of the dangers of not only what they are about to embark on, but requirements held by the various agencies. Alternately, If the USCG has time and space available, perhaps we could meet at MSU Portland. I'm out this week on Annual Leave, but will be available after that, especially after 10:30 am in the mornings. The week of April 15 may be best, and the company would like to meet on the 16th, although that is the day tentatively slated for a meeting of the DVTF. I think the company would be glad to meet other days during the week as well.

What do you think? Is this do-able the week of the 15th, and if so, what days are best for you?

Thanks,

Richard Franklin
Federal On-Scene Coordinator
U.S. EPA Region 10
Oregon Operations Office
805 SW Broadway, Suite 500
Portland, OR 97205

Phone: (503) 326-2917

██████████ ████████████████████

Franklin, Richard

From: Moon, Wally
Sent: Saturday, April 06, 2013 8:48 AM
To: Franklin, Richard
Subject: Re: Proposed meeting with owners of barge Katy-B

What are you doing working while on leave?

Good stuff though. Thanks.

Wally

From: Franklin, Richard
Sent: Friday, April 05, 2013 1:54:35 PM
To: [REDACTED]

[REDACTED] Terada, Calvin; Moon, Wally; Jones, Bruce C CAPT

Subject: Proposed meeting with owners of barge Katy-B

Hey All,

Recently, the owner of the barge Katy-B, currently located at a dock at Tongue Point, OR, came to the USCG and then to EPA to let us know of their plans to scrap out the vessel. I met with the owner and his assistants in our office, to talk about what it would take to scrap out the Katy-B, currently at Tongue Point. In attendance were the owner of the vessel, Lee Ristick, and two others in his organization, Jamie Robb and Les Ream. In short, they want to start up a new business with the purpose of scrapping out derelict and abandoned vessels in Washington and Oregon, and ultimately build a dry dock with the sole purpose of scrapping out vessels. The Katy-B is first on their list. Mr. Ristick seems to be a well-seasoned businessman who is aware of potential traps in the scrapping business.

After explaining that the vessel is in USCG jurisdictional waters (they thought EPA had primary jurisdiction), I cautioned them on their plans, explained the nature of the DVTF and gave a quick overview of which state and federal agencies would have jurisdiction. They insisted over and over again, that they want to go into this with eyes open, create a good relationship with the agencies that have jurisdiction or interest, and do everything correctly and in good faith. They are VERY aware of environmental, civil, and criminal issues created by the Davy Crockett and other abandoned vessels, and do not want to go down that track. They want to make a successful business venture here.

Without trying to speak for the USCG or State, we discussed appropriate actions the agencies might request, such as detailed assessment of vessels and any hazmat/oil onboard, including equipment such as hydraulics, mercury switches, asbestos, PCBs and lead-based paint, etc., and further discussed needs for appropriate permits, planning, and disposal of wastes. We discussed different regulatory programs that may be involved such as USCG Waterways Management, IMD, and requirements (tow plans, etc.), Oregon State Lands and Oregon Marine Board needs, RCRA, Air, NPDES, OPA (Oil) TSCA, etc., and who the main regulatory players would be - USCG, Oregon Marine Board, Oregon State Lands, and ODEQ.

They would really like to meet with the agencies so they know what's ahead of them, what permits are required, etc. I'm willing to sponsor a meeting with them here at our office, so that they are fully aware of the dangers of not only what they are about to embark on, but requirements held by the various agencies. Alternately, If the USCG has time and space available, perhaps we could meet at MSU Portland. I'm out this week on Annual Leave, but will be available after that, especially after 10:30 am in the mornings. The week of April 15 may be best, and the company would like to meet on the 16th, although that is the day tentatively slated for a meeting of the DVTF. I think the company would be glad to meet other days during the week as well.

What do you think? Is this do-able the week of the 15th, and if so, what days are best for you?

Thanks,

Richard Franklin
Federal On-Scene Coordinator
U.S. EPA Region 10
Oregon Operations Office
805 SW Broadway, Suite 500
Portland, OR 97205

Phone: (503) 326-2917

██████████ ████████████████████

Franklin, Richard

From: SMITH Scott [SMITH.Scott@deq.state.or.us]
Sent: Monday, April 08, 2013 9:46 AM
To: [REDACTED]

[REDACTED]; Moon, Wally; Terada, Calvin
Subject: RE: Proposed meeting with owners of barge Katy-B

DEQ is also eager to participate. The 17th and 18th work best for us as well.

Scott A. Smith
Oregon Department of Environmental Quality
Emergency Response Section
503-229-5370
811 SW 6th Ave
Portland OR 97204

From: PUSTIS Nancy [mailto:nancy.pustis@state.or.us]
Sent: Friday, April 05, 2013 4:25 PM
To: Thompson, Brett J LCDR; DBYE461@ecy.wa.gov; eric.p.braun@usace.army.mil; Franklin, Richard; Parker, Heather A CIV; john.h.herman1@uscg.mil; Thorkilson, Kelly A LCDR; MELISSA.FERRIS@dnr.wa.gov; DEBLASI Michael; nancy.lopez@wadnr.gov; Neal Parry; BULLENE Rachel E; Ruth.Yender@noaa.gov; scott.smith@state.or.us
Cc: Jones, Bruce C CAPT; michael.j.zollitsch@state.or.us; Moon, Wally; Terada, Calvin
Subject: RE: Proposed meeting with owners of barge Katy-B

Oregon DSL would like to participate and is available the morning of April 17th or anytime April 18th that week. The Oregon has a mandatory furlough Friday the 19th so most agency offices will be closed.

Nancy Pustis
Western Region Manager
Land Management Division
Department of State Lands
503.986.5308
503.378.4844 fax

From: Franklin, Richard [mailto:Franklin.Richard@epa.gov]
Sent: Friday, April 05, 2013 1:55 PM
To: [REDACTED]

[REDACTED] Terada, Calvin; Moon, Wally; Jones, Bruce C CAPT
Subject: Proposed meeting with owners of barge Katy-B

Hey All,

Recently, the owner of the barge Katy-B, currently located at a dock at Tongue Point, OR, came to the USCG and then to EPA to let us know of their plans to scrap out the vessel. I met with the owner and his assistants in our office, to talk about what it would take to scrap out the Katy-B, currently at Tongue Point. In attendance were the owner of the vessel, Lee Ristick, and two others in his organization, Jamie Robb and Les Ream. In short, they want to start up a new business with the purpose of scrapping out derelict and abandoned vessels in Washington and Oregon, and ultimately build a dry dock with the sole purpose of scrapping out vessels. The Katy-B is first on their list. Mr. Ristick seems to be a well-seasoned businessman who is aware of potential traps in the scrapping business.

After explaining that the vessel is in USCG jurisdictional waters (they thought EPA had primary jurisdiction), I cautioned them on their plans, explained the nature of the DVTF and gave a quick overview of which state and federal agencies would have jurisdiction. They insisted over and over again, that they want to go into this with eyes open, create a good relationship with the agencies that have jurisdiction or interest, and do everything correctly and in good faith. They are VERY aware of environmental, civil, and criminal issues created by the Davy Crockett and other abandoned vessels, and do not want to go down that track. They want to make a successful business venture here.

Without trying to speak for the USCG or State, we discussed appropriate actions the agencies might request, such as detailed assessment of vessels and any hazmat/oil onboard, including equipment such as hydraulics, mercury switches, asbestos, PCBs and lead-based paint, etc., and further discussed needs for appropriate permits, planning, and disposal of wastes. We discussed different regulatory programs that may be involved such as USCG Waterways Management, IMD, and requirements (tow plans, etc.), Oregon State Lands and Oregon Marine Board needs, RCRA, Air, NPDES, OPA (Oil) TSCA, etc., and who the main regulatory players would be - USCG, Oregon Marine Board, Oregon State Lands, and ODEQ.

They would really like to meet with the agencies so they know what's ahead of them, what permits are required, etc. I'm willing to sponsor a meeting with them here at our office, so that they are fully aware of the dangers of not only what they are about to embark on, but requirements held by the various agencies. Alternately, If the USCG has time and space available, perhaps we could meet at MSU Portland. I'm out this week on Annual Leave, but will be available after that, especially after 10:30 am in the mornings. The week of April 15 may be best, and the company would like to meet on the 16th, although that is the day tentatively slated for a meeting of the DVTF. I think the company would be glad to meet other days during the week as well.

What do you think? Is this do-able the week of the 15th, and if so, what days are best for you?

Thanks,

Richard Franklin
Federal On-Scene Coordinator
U.S. EPA Region 10
Oregon Operations Office
805 SW Broadway, Suite 500
Portland, OR 97205

Phone: (503) 326-2917

██████████ ████████████████████

Franklin, Richard

From: Bullene, Rachel [rachel.e.bullene@state.or.us]
Sent: Monday, April 08, 2013 9:50 AM
To: Franklin, Richard
Subject: RE: Proposed meeting with owners of barge Katy-B

Richard,

The 15th, 16th (if no DVTF meeting), and 18th work for me.

Rachel Bullene
Oregon State Marine Board
Office: 503-378-2836
[REDACTED]

From: Franklin, Richard [mailto:Franklin.Richard@epa.gov]
Sent: Friday, April 05, 2013 1:55 PM
To: [REDACTED]

[REDACTED] Terada, Calvin; Moon, Wally; Jones, Bruce C CAPT
Subject: Proposed meeting with owners of barge Katy-B

Hey All,

Recently, the owner of the barge Katy-B, currently located at a dock at Tongue Point, OR, came to the USCG and then to EPA to let us know of their plans to scrap out the vessel. I met with the owner and his assistants in our office, to talk about what it would take to scrap out the Katy-B, currently at Tongue Point. In attendance were the owner of the vessel, Lee Ristick, and two others in his organization, Jamie Robb and Les Ream. In short, they want to start up a new business with the purpose of scrapping out derelict and abandoned vessels in Washington and Oregon, and ultimately build a dry dock with the sole purpose of scrapping out vessels. The Katy-B is first on their list. Mr. Ristick seems to be a well-seasoned businessman who is aware of potential traps in the scrapping business.

After explaining that the vessel is in USCG jurisdictional waters (they thought EPA had primary jurisdiction), I cautioned them on their plans, explained the nature of the DVTF and gave a quick overview of which state and federal agencies would have jurisdiction. They insisted over and over again, that they want to go into this with eyes open, create a good relationship with the agencies that have jurisdiction or interest, and do everything correctly and in good faith. They are VERY aware of environmental, civil, and criminal issues created by the Davy Crockett and other abandoned vessels, and do not want to go down that track. They want to make a successful business venture here.

Without trying to speak for the USCG or State, we discussed appropriate actions the agencies might request, such as detailed assessment of vessels and any hazmat/oil onboard, including equipment such as hydraulics, mercury switches, asbestos, PCBs and lead-based paint, etc., and further discussed needs for appropriate permits, planning, and disposal of wastes. We discussed different regulatory programs that may be involved such as USCG Waterways Management, IMD, and requirements (tow plans, etc.), Oregon State Lands and Oregon Marine Board needs, RCRA, Air, NPDES, OPA (Oil) TSCA, etc., and who the main regulatory players would be - USCG, Oregon Marine Board, Oregon State Lands, and ODEQ.

They would really like to meet with the agencies so they know what's ahead of them, what permits are required, etc. I'm willing to sponsor a meeting with them here at our office, so that they are fully aware of the dangers of not only what they are about to embark on, but requirements held by the various agencies. Alternately, If the USCG has time and space available, perhaps we could meet at MSU Portland. I'm out this week on Annual Leave, but will be available after that, especially after 10:30 am in the mornings. The week of April 15 may be best, and the company would like to meet on the 16th, although that is the day tentatively slated for a meeting of the DVTF. I think the company would be glad to meet other days during the week as well.

What do you think? Is this do-able the week of the 15th, and if so, what days are best for you?

Thanks,

Richard Franklin
Federal On-Scene Coordinator
U.S. EPA Region 10
Oregon Operations Office
805 SW Broadway, Suite 500
Portland, OR 97205

Phone: (503) 326-2917

██████████ ████████████████████

Franklin, Richard

From: Braun, Eric NWD [Eric.P.Braun@usace.army.mil]
Sent: Monday, April 08, 2013 11:05 AM
To:

Subject: RE: Proposed meeting with owners of barge Katy-B

Richard

Depending on the current vessel location/condition and where they plan to take it, especially if they are looking at developing a scrapping facility, there may be permit requirements from the Corps under Section 10 of the River and Harbors Act or other parts of our regulatory program. I included Mike Turaski at the Portland District Regulatory Office in my reply. Please include him as you coordinate the visit and he or someone else in their office will participate to determine if there are any Corps permit requirements. Thanks.

Eric

-----Original Message-----

From: Franklin, Richard [mailto:Franklin.Richard@epa.gov]
Sent: Friday, April 05, 2013 1:55 PM
To: Thorkilson, Kelly A LCDR; SMITH.Scott@deq.state.or.us; Nancy.Pustis@state.or.us; rachel.e.bullene@state.or.us; john.h.herman1@uscg.mil; Braun, Eric NWD; DBYE461@ecy.wa.gov; MELISSA.FERRIS@dnr.wa.gov; nancy.lopez@wadnr.gov; Neal Parry; Parker, Heather A CIV; Ruth.Yender@noaa.gov; Thompson, Brett J LCDR
Cc: zollitsch.michael@deq.state.or.us; Terada, Calvin; Moon, Wally; Jones, Bruce C CAPT
Subject: Proposed meeting with owners of barge Katy-B

Hey All,

Recently, the owner of the barge Katy-B, currently located at a dock at Tongue Point, OR, came to the USCG and then to EPA to let us know of their plans to scrap out the vessel. I met with the owner and his assistants in our office, to talk about what it would take to scrap out the Katy-B, currently at Tongue Point. In attendance were the owner of the vessel, Lee Ristick, and two others in his organization, Jamie Robb and Les Ream. In short, they want to start up a new business with the purpose of scrapping out derelict and abandoned vessels in Washington and Oregon, and ultimately build a dry dock with the sole purpose of scrapping out vessels. The Katy-B is first on their list. Mr. Ristick seems to be a well-seasoned businessman who is aware of potential traps in the scrapping business.

After explaining that the vessel is in USCG jurisdictional waters (they thought EPA had primary jurisdiction), I cautioned them on their plans, explained the nature of the DVTF and gave a quick overview of which state and federal agencies would have jurisdiction. They insisted over and over again, that they want to go into this with eyes open, create a good relationship with the agencies that have jurisdiction or interest, and do everything correctly and in good faith. They are VERY aware of environmental, civil, and criminal issues created by the Davy Crockett and other abandoned vessels, and do not want to go down that track. They want to make a successful business venture here.

Without trying to speak for the USCG or State, we discussed appropriate actions the agencies might request, such as detailed assessment of vessels and any hazmat/oil onboard, including equipment such as hydraulics, mercury switches, asbestos, PCBs and lead-based paint, etc., and further discussed needs for appropriate permits, planning, and disposal of wastes. We discussed different regulatory programs that may be involved such as USCG Waterways Management, IMD, and requirements (tow plans, etc.), Oregon State Lands and Oregon Marine Board needs, RCRA, Air, NPDES, OPA (Oil) TSCA, etc., and who the main regulatory players would be - USCG, Oregon Marine Board, Oregon State Lands, and ODEQ.

They would really like to meet with the agencies so they know what's ahead of them, what permits are required, etc. I'm willing to sponsor a meeting with them here at our office, so that they are fully aware of the dangers of not only what they are about to embark on, but requirements held by the various agencies. Alternately, If the USCG has time and space available, perhaps we could meet at MSU Portland. I'm out this week on Annual Leave, but will be available after that, especially after 10:30 am in the mornings. The week of April 15 may be best, and the company would like to meet on the 16th, although that is the day tentatively slated for a meeting of the DVTF. I think the company would be glad to meet other days during the week as well.

What do you think? Is this do-able the week of the 15th, and if so, what days are best for you?

Thanks,

Richard Franklin

Federal On-Scene Coordinator

U.S. EPA Region 10

Oregon Operations Office

805 SW Broadway, Suite 500

Portland, OR 97205

Phone: (503) 326-2917



Franklin, Richard

From: FERRIS, MELISSA (DNR) [MELISSA.FERRIS@dnr.wa.gov]
Sent: Monday, April 08, 2013 2:20 PM
To: Franklin, Richard
Cc: SMITH Scott
Subject: RE: Proposed meeting with owners of barge Katy-B
Attachments: FINAL Derelict Vessels Permit Table Everett.pdf

Richard,

Since the project is proposed for Oregon I don't need to be there but I will be interested to learn how it goes. I have attached a table that our office of regulatory assistance put together for someone trying to start a ship breaking business in Everett. While the contact information is going to be site specific, the overall permits and who needs to be at the table might be similar for Oregon and might be a good background document.

Melissa Ferris

Program Manager
Derelict Vessel Removal Program, Aquatic Resources Division
Washington State Department of Natural Resources (DNR)
360-902-1574
melissa.ferris@dnr.wa.gov
www.dnr.wa.gov

From: Franklin, Richard [mailto:Franklin.Richard@epa.gov]

Sent: Friday, April 05, 2013 1:55 PM

To: [REDACTED]

[REDACTED] erada, Calvin; Moon, Wally; Jones, Bruce C CAPT

Subject: Proposed meeting with owners of barge Katy-B

Hey All,

Recently, the owner of the barge Katy-B, currently located at a dock at Tongue Point, OR, came to the USCG and then to EPA to let us know of their plans to scrap out the vessel. I met with the owner and his assistants in our office, to talk about what it would take to scrap out the Katy-B, currently at Tongue Point. In attendance were the owner of the vessel, Lee Ristick, and two others in his organization, Jamie Robb and Les Ream. In short, they want to start up a new business with the purpose of scrapping out derelict and abandoned vessels in Washington and Oregon, and ultimately build a dry dock with the sole purpose of scrapping out vessels. The Katy-B is first on their list. Mr. Ristick seems to be a well-seasoned businessman who is aware of potential traps in the scrapping business.

After explaining that the vessel is in USCG jurisdictional waters (they thought EPA had primary jurisdiction), I cautioned them on their plans, explained the nature of the DVTF and gave a quick overview of which state and federal agencies would have jurisdiction. They insisted over and over again, that they want to go into this with eyes open, create a good relationship with the agencies that have jurisdiction or interest, and do everything correctly and in good faith. They are VERY aware of environmental, civil, and criminal issues created by the Davy Crockett and other abandoned vessels, and do not want to go down that track. They want to make a successful business venture here.

Without trying to speak for the USCG or State, we discussed appropriate actions the agencies might request, such as detailed assessment of vessels and any hazmat/oil onboard, including equipment such as hydraulics, mercury switches, asbestos, PCBs and lead-based paint, etc., and further discussed needs for appropriate permits, planning, and disposal of wastes. We discussed different regulatory programs that may be involved such as USCG Waterways Management, IMD, and requirements (tow plans, etc.), Oregon State Lands and Oregon Marine Board needs, RCRA, Air, NPDES, OPA (Oil) TSCA, etc., and who the main regulatory players would be - USCG, Oregon Marine Board, Oregon State Lands, and ODEQ.

They would really like to meet with the agencies so they know what's ahead of them, what permits are required, etc. I'm willing to sponsor a meeting with them here at our office, so that they are fully aware of the dangers of not only what they are about to embark on, but requirements held by the various agencies. Alternately, If the USCG has time and space available, perhaps we could meet at MSU Portland. I'm out this week on Annual Leave, but will be available after that, especially after 10:30 am in the mornings. The week of April 15 may be best, and the company would like to meet on the 16th, although that is the day tentatively slated for a meeting of the DVTF. I think the company would be glad to meet other days during the week as well.

What do you think? Is this do-able the week of the 15th, and if so, what days are best for you?

Thanks,

Richard Franklin
Federal On-Scene Coordinator
U.S. EPA Region 10
Oregon Operations Office
805 SW Broadway, Suite 500
Portland, OR 97205

Phone: (503) 326-2917

Franklin, Richard

From: Franklin, Richard
Sent: Monday, April 08, 2013 4:57 PM
To: FERRIS, MELISSA (DNR)
Cc: SMITH Scott
Subject: RE: Proposed meeting with owners of barge Katy-B

Awesome. Thanks Melissa.

Richard Franklin
Federal On-Scene Coordinator
U.S. EPA Region 10
Oregon Operations Office
805 SW Broadway, Suite 500
Portland, OR 97205

Phone: (503) 326-2917
[REDACTED] [REDACTED]

From: FERRIS, MELISSA (DNR) [mailto:MELISSA.FERRIS@dnr.wa.gov]
Sent: Monday, April 08, 2013 2:20 PM
To: Franklin, Richard
Cc: SMITH Scott
Subject: RE: Proposed meeting with owners of barge Katy-B

Richard,
Since the project is proposed for Oregon I don't need to be there but I will be interested to learn how it goes. I have attached a table that our office of regulatory assistance put together for someone trying to start a ship breaking business in Everett. While the contact information is going to be site specific, the overall permits and who needs to be at the table might be similar for Oregon and might be a good background document.

Melissa Ferris
Program Manager
Derelict Vessel Removal Program, Aquatic Resources Division
Washington State Department of Natural Resources (DNR)
360-902-1574
melissa.ferris@dnr.wa.gov
www.dnr.wa.gov

From: Franklin, Richard [mailto:Franklin.Richard@epa.gov]
Sent: Friday, April 05, 2013 1:55 PM
To: [REDACTED]

[REDACTED] erada, Calvin; Moon, Wally; Jones, Bruce C CAPT
Subject: Proposed meeting with owners of barge Katy-B

Hey All,

Recently, the owner of the barge Katy-B, currently located at a dock at Tongue Point, OR, came to the USCG and then to EPA to let us know of their plans to scrap out the vessel. I met with the owner and his assistants in our office, to talk about what it would take to scrap out the Katy-B, currently at Tongue Point. In attendance were the owner of the vessel, Lee Ristick, and two others in his organization, Jamie Robb and Les Ream. In short, they want to start up a new business with the purpose of scrapping out derelict and abandoned vessels in Washington and Oregon, and ultimately build a dry dock with the sole purpose of scrapping out vessels. The Katy-B is first on their list. Mr. Ristick seems to be a well-seasoned businessman who is aware of potential traps in the scrapping business.

After explaining that the vessel is in USCG jurisdictional waters (they thought EPA had primary jurisdiction), I cautioned them on their plans, explained the nature of the DVTF and gave a quick overview of which state and federal agencies would have jurisdiction. They insisted over and over again, that they want to go into this with eyes open, create a good relationship with the agencies that have jurisdiction or interest, and do everything correctly and in good faith. They are VERY aware of environmental, civil, and criminal issues created by the Davy Crockett and other abandoned vessels, and do not want to go down that track. They want to make a successful business venture here.

Without trying to speak for the USCG or State, we discussed appropriate actions the agencies might request, such as detailed assessment of vessels and any hazmat/oil onboard, including equipment such as hydraulics, mercury switches, asbestos, PCBs and lead-based paint, etc., and further discussed needs for appropriate permits, planning, and disposal of wastes. We discussed different regulatory programs that may be involved such as USCG Waterways Management, IMD, and requirements (tow plans, etc.), Oregon State Lands and Oregon Marine Board needs, RCRA, Air, NPDES, OPA (Oil) TSCA, etc., and who the main regulatory players would be - USCG, Oregon Marine Board, Oregon State Lands, and ODEQ.

They would really like to meet with the agencies so they know what's ahead of them, what permits are required, etc. I'm willing to sponsor a meeting with them here at our office, so that they are fully aware of the dangers of not only what they are about to embark on, but requirements held by the various agencies. Alternately, If the USCG has time and space available, perhaps we could meet at MSU Portland. I'm out this week on Annual Leave, but will be available after that, especially after 10:30 am in the mornings. The week of April 15 may be best, and the company would like to meet on the 16th, although that is the day tentatively slated for a meeting of the DVTF. I think the company would be glad to meet other days during the week as well.

What do you think? Is this do-able the week of the 15th, and if so, what days are best for you?

Thanks,

Richard Franklin
Federal On-Scene Coordinator
U.S. EPA Region 10
Oregon Operations Office
805 SW Broadway, Suite 500
Portland, OR 97205

Phone: (503) 326-2917

██████████ ████████████████████

Franklin, Richard

From: Franklin, Richard
Sent: Monday, April 08, 2013 5:00 PM
To: Braun, Eric NWD
Subject: RE: Proposed meeting with owners of barge Katy-B

Thanks Eric. Will do.

-----Original Message-----

From: Braun, Eric NWD [mailto:Eric.P.Braun@usace.army.mil]
Sent: Monday, April 08, 2013 11:05 AM
To: [REDACTED]

[REDACTED] Terada, Calvin; Moon, Wally; Jones, Bruce C CAPT; Gesl,
David W NWD
Subject: RE: Proposed meeting with owners of barge Katy-B

Richard

Depending on the current vessel location/condition and where they plan to take it, especially if they are looking at developing a scrapping facility, there may be permit requirements from the Corps under Section 10 of the River and Harbors Act or other parts of our regulatory program. I included Mike Turaski at the Portland District Regulatory Office in my reply. Please include him as you coordinate the visit and he or someone else in their office will participate to determine if there are any Corps permit requirements. Thanks.

Eric

-----Original Message-----

From: Franklin, Richard [mailto:Franklin.Richard@epa.gov]
Sent: Friday, April 05, 2013 1:55 PM
To: [REDACTED]

[REDACTED] Terada, Calvin; Moon, Wally; Jones, Bruce C CAPT
Subject: Proposed meeting with owners of barge Katy-B

Hey All,

Recently, the owner of the barge Katy-B, currently located at a dock at Tongue Point, OR, came to the USCG and then to EPA to let us know of their plans to scrap out the vessel. I met with the owner and his assistants in our office, to talk about what it would take to scrap out the Katy-B, currently at Tongue Point. In attendance were the owner of the vessel, Lee Ristick, and two others in his organization, Jamie Robb and Les Ream. In short, they want to start up a new business with the

purpose of scrapping out derelict and abandoned vessels in Washington and Oregon, and ultimately build a dry dock with the sole purpose of scrapping out vessels. The Katy-B is first on their list. Mr. Ristick seems to be a well-seasoned businessman who is aware of potential traps in the scrapping business.

After explaining that the vessel is in USCG jurisdictional waters (they thought EPA had primary jurisdiction), I cautioned them on their plans, explained the nature of the DVTF and gave a quick overview of which state and federal agencies would have jurisdiction. They insisted over and over again, that they want to go into this with eyes open, create a good relationship with the agencies that have jurisdiction or interest, and do everything correctly and in good faith. They are VERY aware of environmental, civil, and criminal issues created by the Davy Crockett and other abandoned vessels, and do not want to go down that track. They want to make a successful business venture here.

Without trying to speak for the USCG or State, we discussed appropriate actions the agencies might request, such as detailed assessment of vessels and any hazmat/oil onboard, including equipment such as hydraulics, mercury switches, asbestos, PCBs and lead-based paint, etc., and further discussed needs for appropriate permits, planning, and disposal of wastes. We discussed different regulatory programs that may be involved such as USCG Waterways Management, IMD, and requirements (tow plans, etc.), Oregon State Lands and Oregon Marine Board needs, RCRA, Air, NPDES, OPA (Oil) TSCA, etc., and who the main regulatory players would be - USCG, Oregon Marine Board, Oregon State Lands, and ODEQ.

They would really like to meet with the agencies so they know what's ahead of them, what permits are required, etc. I'm willing to sponsor a meeting with them here at our office, so that they are fully aware of the dangers of not only what they are about to embark on, but requirements held by the various agencies. Alternately, If the USCG has time and space available, perhaps we could meet at MSU Portland. I'm out this week on Annual Leave, but will be available after that, especially after 10:30 am in the mornings. The week of April 15 may be best, and the company would like to meet on the 16th, although that is the day tentatively slated for a meeting of the DVTF. I think the company would be glad to meet other days during the week as well.

What do you think? Is this do-able the week of the 15th, and if so, what days are best for you?

Thanks,

Richard Franklin

Federal On-Scene Coordinator

U.S. EPA Region 10

Oregon Operations Office

805 SW Broadway, Suite 500
Portland, OR 97205

Phone: (503) 326-2917



Franklin, Richard

From: Franklin, Richard
Sent: Monday, April 08, 2013 5:08 PM
To: William.R.Clark@uscg.mil
Subject: Meeting on Katy B

Hey Randy – it seems like the main players for this meeting, USCG, ODEQ, OR State Lands, OR Marine Board are available on the 18th. What about you? I'm glad to get it put together and sponsor it, but can you make it and run the meeting as our chair?

Richard Franklin
Federal On-Scene Coordinator
U.S. EPA Region 10
Oregon Operations Office
805 SW Broadway, Suite 500
Portland, OR 97205

Phone: (503) 326-2917



Franklin, Richard

From: Turaski, Michael R NWP [Michael.R.Turaski@usace.army.mil]
Sent: Tuesday, April 09, 2013 9:06 AM
To: Franklin, Richard
Cc: Gesl, David W NWD; Braun, Eric NWD
Subject: RE: Proposed meeting with owners of barge Katy-B

Good morning Richard -

A Section 10 permit may or may not be required for a one-time scrapping (depending on the type of work), but would almost certainly be required for a new facility. Any permits would likely trigger consultation under the ESA.

Portland District Regulatory availability is as follows:

15 April - after 10 AM
16 April - no availability
17 April - between 11 and 1, after 3
18 April - before 3
19 April - no availability

Shelly Lynch is one of our regulatory project managers; she'll be calling in from a field office.

Meeting at the EPA office would be most convenient for me, but I can travel to the USCG offices if needed.

Let us know if we can provide points of contact for our counterparts with NMFS or the Oregon Dept. of State Lands removal/fill program.

Best regards,

Mike

Mike Turaski
Chief, Portland Section, Regulatory Branch
US Army Corps of Engineers - Portland District
Phone: 503/808-4381
Email: michael.r.turaski@usace.army.mil

Visit our new website: <http://www.nwp.usace.army.mil/Missions/Regulatory.aspx>

-----Original Message-----

From: Braun, Eric NWD
Sent: Monday, April 08, 2013 11:05 AM

To: [REDACTED]
[REDACTED]
[REDACTED] Terada, Calvin; Moon, Wally; Jones, Bruce C CAPT; Gesl,
David W NWD
Subject: RE: Proposed meeting with owners of barge Katy-B

Richard

Depending on the current vessel location/condition and where they plan to take it, especially if they are looking at developing a scrapping facility, there may be permit requirements from the Corps under Section 10 of the River and Harbors Act or other parts of our regulatory program. I included Mike Turaski at the Portland District Regulatory Office in my reply. Please include him as you coordinate the visit and he or someone else in their office will participate to determine if there are any Corps permit requirements. Thanks.

Eric

-----Original Message-----

From: Franklin, Richard [mailto:Franklin.Richard@epa.gov]
Sent: Friday, April 05, 2013 1:55 PM
To: Thorkilson, Kelly A LCDR; SMITH.Scott@deq.state.or.us; Nancy.Pustis@state.or.us;
rachel.e.bullene@state.or.us; john.h.herman1@uscg.mil; Braun, Eric NWD; DBYE461@ecy.wa.gov;
MELISSA.FERRIS@dnr.wa.gov; nancy.lopez@wadnr.gov; Neal Parry; Parker, Heather A CIV;
Ruth.Yender@noaa.gov; Thompson, Brett J LCDR
Cc: zollitsch.michael@deq.state.or.us; Terada, Calvin; Moon, Wally; Jones, Bruce C CAPT
Subject: Proposed meeting with owners of barge Katy-B

Hey All,

Recently, the owner of the barge Katy-B, currently located at a dock at Tongue Point, OR, came to the USCG and then to EPA to let us know of their plans to scrap out the vessel. I met with the owner and his assistants in our office, to talk about what it would take to scrap out the Katy-B, currently at Tongue Point. In attendance were the owner of the vessel, Lee Ristick, and two others in his organization, Jamie Robb and Les Ream. In short, they want to start up a new business with the purpose of scrapping out derelict and abandoned vessels in Washington and Oregon, and ultimately build a dry dock with the sole purpose of scrapping out vessels. The Katy-B is first on their list. Mr. Ristick seems to be a well-seasoned businessman who is aware of potential traps in the scrapping business.

After explaining that the vessel is in USCG jurisdictional waters (they thought EPA had primary jurisdiction), I cautioned them on their plans, explained the nature of the DVTF and gave a quick overview of which state and federal agencies would have jurisdiction. They insisted over and over again, that they want to go into this with eyes open, create a good relationship with the agencies that have jurisdiction or interest, and do everything correctly and in good faith. They are VERY aware of environmental, civil, and criminal issues created by the Davy Crockett and other abandoned vessels, and do not want to go down that track. They want to make a successful business venture here.

Without trying to speak for the USCG or State, we discussed appropriate actions the agencies might request, such as detailed assessment of vessels and any hazmat/oil onboard, including equipment such as hydraulics, mercury switches, asbestos, PCBs and lead-based paint, etc., and further discussed needs for appropriate permits, planning, and disposal of wastes. We discussed different regulatory programs that may be involved such as USCG Waterways Management, IMD, and requirements (tow plans, etc.), Oregon State Lands and Oregon Marine Board needs, RCRA, Air, NPDES, OPA (Oil) TSCA, etc., and who the main regulatory players would be - USCG, Oregon Marine Board, Oregon State Lands, and ODEQ.

They would really like to meet with the agencies so they know what's ahead of them, what permits are required, etc. I'm willing to sponsor a meeting with them here at our office, so that they are fully aware of the dangers of not only what they are about to embark on, but requirements held by the various agencies. Alternately, If the USCG has time and space available, perhaps we could meet at MSU Portland. I'm out this week on Annual Leave, but will be available after that, especially after 10:30 am in the mornings. The week of April 15 may be best, and the company would like to meet on the 16th, although that is the day tentatively slated for a meeting of the DVTF. I think the company would be glad to meet other days during the week as well.

What do you think? Is this do-able the week of the 15th, and if so, what days are best for you?

Thanks,

Richard Franklin

Federal On-Scene Coordinator

U.S. EPA Region 10

Oregon Operations Office

805 SW Broadway, Suite 500
Portland, OR 97205

Phone: (503) 326-2917

[REDACTED]

Franklin, Richard

From: Franklin, Richard
Sent: Tuesday, April 09, 2013 10:57 AM
To: Turaski, Michael R NWP
Cc: Gesl, David W NWD; Braun, Eric NWD
Subject: RE: Proposed meeting with owners of barge Katy-B

Thanks a lot Mike. It looks like the 18th is the best day for most agencies, so I'll probably set it then. Will get back to you soon.

Richard

-----Original Message-----

From: Turaski, Michael R NWP [mailto:Michael.R.Turaski@usace.army.mil]
Sent: Tuesday, April 09, 2013 9:06 AM
To: Franklin, Richard
Cc: Gesl, David W NWD; Braun, Eric NWD
Subject: RE: Proposed meeting with owners of barge Katy-B

Good morning Richard -

A Section 10 permit may or may not be required for a one-time scrapping (depending on the type of work), but would almost certainly be required for a new facility. Any permits would likely trigger consultation under the ESA.

Portland District Regulatory availability is as follows:

15 April - after 10 AM
16 April - no availability
17 April - between 11 and 1, after 3
18 April - before 3
19 April - no availability

Shelly Lynch is one of our regulatory project managers; she'll be calling in from a field office.

Meeting at the EPA office would be most convenient for me, but I can travel to the USCG offices if needed.

Let us know if we can provide points of contact for our counterparts with NMFS or the Oregon Dept. of State Lands removal/fill program.

Best regards,

Mike

Mike Turaski
Chief, Portland Section, Regulatory Branch

US Army Corps of Engineers - Portland District
Phone: 503/808-4381
Email: michael.r.turaski@usace.army.mil

Visit our new website: <http://www.nwp.usace.army.mil/Missions/Regulatory.aspx>

-----Original Message-----

From: Braun, Eric NWD

Sent: Monday, April 08, 2013 11:05 AM

To: [REDACTED]

[REDACTED] Terada, Calvin; Moon, Wally; Jones, Bruce C CAPT; Gesl,
David W NWD

Subject: RE: Proposed meeting with owners of barge Katy-B

Richard

Depending on the current vessel location/condition and where they plan to take it, especially if they are looking at developing a scrapping facility, there may be permit requirements from the Corps under Section 10 of the River and Harbors Act or other parts of our regulatory program. I included Mike Turaski at the Portland District Regulatory Office in my reply. Please include him as you coordinate the visit and he or someone else in their office will participate to determine if there are any Corps permit requirements. Thanks.

Eric

-----Original Message-----

From: Franklin, Richard [mailto:Franklin.Richard@epa.gov]

Sent: Friday, April 05, 2013 1:55 PM

To: [REDACTED]

[REDACTED] Terada, Calvin; Moon, Wally; Jones, Bruce C CAPT

Subject: Proposed meeting with owners of barge Katy-B

Hey All,

Recently, the owner of the barge Katy-B, currently located at a dock at Tongue Point, OR, came to the USCG and then to EPA to let us know of their plans to scrap out the vessel. I met with the owner and his assistants in our office, to talk about what it would take to scrap out the Katy-B, currently at Tongue Point. In attendance were the owner of the vessel, Lee Ristick, and two others in his organization, Jamie Robb and Les Ream. In short, they want to start up a new business with the purpose of scrapping out derelict and abandoned vessels in Washington and Oregon, and ultimately build a dry dock with the sole purpose of scrapping out vessels. The Katy-B is first on their list. Mr.

Ristick seems to be a well-seasoned businessman who is aware of potential traps in the scrapping business.

After explaining that the vessel is in USCG jurisdictional waters (they thought EPA had primary jurisdiction), I cautioned them on their plans, explained the nature of the DVTF and gave a quick overview of which state and federal agencies would have jurisdiction. They insisted over and over again, that they want to go into this with eyes open, create a good relationship with the agencies that have jurisdiction or interest, and do everything correctly and in good faith. They are VERY aware of environmental, civil, and criminal issues created by the Davy Crockett and other abandoned vessels, and do not want to go down that track. They want to make a successful business venture here.

Without trying to speak for the USCG or State, we discussed appropriate actions the agencies might request, such as detailed assessment of vessels and any hazmat/oil onboard, including equipment such as hydraulics, mercury switches, asbestos, PCBs and lead-based paint, etc., and further discussed needs for appropriate permits, planning, and disposal of wastes. We discussed different regulatory programs that may be involved such as USCG Waterways Management, IMD, and requirements (tow plans, etc.), Oregon State Lands and Oregon Marine Board needs, RCRA, Air, NPDES, OPA (Oil) TSCA, etc., and who the main regulatory players would be - USCG, Oregon Marine Board, Oregon State Lands, and ODEQ.

They would really like to meet with the agencies so they know what's ahead of them, what permits are required, etc. I'm willing to sponsor a meeting with them here at our office, so that they are fully aware of the dangers of not only what they are about to embark on, but requirements held by the various agencies. Alternately, If the USCG has time and space available, perhaps we could meet at MSU Portland. I'm out this week on Annual Leave, but will be available after that, especially after 10:30 am in the mornings. The week of April 15 may be best, and the company would like to meet on the 16th, although that is the day tentatively slated for a meeting of the DVTF. I think the company would be glad to meet other days during the week as well.

What do you think? Is this do-able the week of the 15th, and if so, what days are best for you?

Thanks,

Richard Franklin

Federal On-Scene Coordinator

U.S. EPA Region 10

Oregon Operations Office

805 SW Broadway, Suite 500
Portland, OR 97205

Phone: (503) 326-2917

